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EQUAL OPPORTUNITY EMPLOYER

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January 5, 2010

Dear Prospective Bidder for the Craigmont Exclusive-Use Helicopter Contract 10-701:

The following provides the answers to the questions submitted to IDL by the December 30<sup>th</sup> deadline for Contract 10-701:

**Question: What type helicopter is required (I, II, or III)?**

Answer: A type II or III helicopter that can meet the requirements found in Division II, Section D. Aircraft Requirements

**Question: Do require % pax plus 880 lbs of cargo?**

Answer: The minimum of 880 lbs of non-jettisonable payload is to be determined by using the Standard Interagency Load Calculation method and using the following information:

6000 feet pressure altitude and 25 degrees C.

A pilot weight of 200 lbs

Total fuel for 1 hr. and 30 min.

The number of passengers is not included in this load calculation.

However the aircraft must be configured for a minimum of five passengers.

**Question: How many flight hours are guaranteed?**

Answer: There are no guaranteed flight hours.

**Question: What is the designated base (Page 5 of Invitation states Coeur d'Alene, page 1 states Craigmont)?**

Answer: The designated base is Craigmont Idaho. Item 10 on page 3 needs to be changed from Coeur d'Alene to Craigmont.

Question: Based on the contract wording, could you confirm that it is acceptable for the fuel truck driver and the mechanic to be the same person?

Answer: Yes, they can be the same person.

Question: Provisions for an auxiliary public address system (page 21), What will this system be used for and have you ever used it in historical contracts?

Answer: There is no requirement for a PA system. Under item #4 on page 21 the reference to a PA system is **if** the aircraft has a PA system how it should be configured within the Audio Control System.

Question: Historically, what type of aircraft (make and model) have you awarded the Type 3 contract to?

Answer: For the past three years it has been a Bell 206 L3

Question: Any other historical data on the contract regarding seasonal flight times, flight rates, availability rates, etc. would be appreciated.

Answer: For the 2009 Fire Season the Daily Availability was \$1606.  
The hourly flight rate was \$921.

Flight hours for the past five years are:

2009	31.6	A very slow year
2008	72.1	A slightly below average year
2007	168.4	A busy year
2006	111.0	
2005	114.3	

Question: Are there any set asides restricting the bidders of this solicitation?

Answer: We invite all perspective bidders to submit their bid. Each submittal must meet the criteria's that are set in the Invitation to Bid to qualify. All out-of-state bidders are subject to Reciprocal Preference Laws. Understanding & Applying the Idaho Reciprocal Preference Law can be viewed by visiting the following website:

[http://adm.idaho.gov/purchasing/manualsforms/Understanding\\_Reciprocal12-08.pdf](http://adm.idaho.gov/purchasing/manualsforms/Understanding_Reciprocal12-08.pdf)

Question: Once the contractor submits pilots and mechanics following award, can the contractor swap equally qualified crew to begin the contract?

Answer: The pilots and mechanics that are submitted should be those that will be fulfilling the contract. Substitutions of equally qualified personnel can take place during the term of the contract for pilot days off or due to unforeseen circumstances. If a bidder is unsure of which of their employees will be assigned this contract then they should submit the qualifications of all pilots being considered.

Question: Idaho has some significant usage taxes for operators. Given the short duration of the this specific job, is there any way operators can be either reimbursed or offered relief for the state usage tax considering the potential benefits the operator if offering the state?

Answer: No

Question: Is this a new solicitation or is there an incumbent operator? If there is past history, what has been the customer's aircraft of choice?

Answer: This is an ongoing program. The vender for the past three years provided a Bell 206 L3.

Question: Due to the volatile price of fuel, will the state accept a fuel surcharge so that operators do not have to reflect the risk within the price?

Answer: If there were a significant fuel price increase between now and the beginning of the contract period the state has the ability to consider an adjustment based on the fuel price increase and would certainly consider the need. This was done in 2008 when fuel prices increased dramatically.

Thank you for your interest in doing business with IDL.

Anthony L. Pirc  
Purchasing Agent  
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